

The Sydney Morning Herald

SYDNEY, FRIDAY, NOVEMBER 18, 1887.

12 PAGES.

PRICE 2d.

No. 15,491.

Births.

ROBERTS—November 17, at Capetown Cottage, Mr. Robert's, wife of Mr. Robert, of a daughter, Elizabeth, born at 11.30 a.m. The mother and child are well.

MAITLAND—On November 18, at the residence of Mr. Maitland, of a daughter, born at 11.30 a.m. The mother and child are well.

WILSON—November 18, at the residence of Mr. Wilson, of a daughter, born at 11.30 a.m. The mother and child are well.

WILSON—November 18, at the residence of Mr. Wilson, of a daughter, born at 11.30 a.m. The mother and child are well.

Deaths.

BARRETT—October 30, after a long illness, at his residence, 10, St. James' Street, Sydney, Mr. Barrett, of a daughter, born at 11.30 a.m. The mother and child are well.

WILSON—November 18, at the residence of Mr. Wilson, of a daughter, born at 11.30 a.m. The mother and child are well.

WILSON—November 18, at the residence of Mr. Wilson, of a daughter, born at 11.30 a.m. The mother and child are well.

In Memoriam.

McQUILLAN—In affectionate remembrance of John McQuillan, who departed this life at his residence, 10, St. James' Street, Sydney, on November 18, 1887.

WILSON—In loving remembrance of Mary Louise Wilson, wife of Frederick Wilson, and beloved daughter of Mr. and Mrs. Wilson, who departed this life on November 18, 1887.

Shipping.

ORIENT LINE OF ROYAL MAIL STEAMERS.

The following Royal Mail Steamers belong to the ORIENT LINE, and will leave SYDNEY at 11 a.m. on the undermentioned dates for PLYMOUTH and LONDON, via Suez, Aden, Bombay, and Calcutta.

Steamer	Commander	Leave Sydney	Arrive London
ARABIA	W. E. Wilson	Dec. 2	Dec. 2
ARABIA	W. E. Wilson	Dec. 2	Dec. 2
ARABIA	W. E. Wilson	Dec. 2	Dec. 2

AND O. COMPANY.

PASSENGER MONEY TO LONDON, &c., GREATLY REDUCED.

First class—£10 to £12.

Second class—£6 to £8.

Third class—£3 to £4.

For full particulars apply to the Agents, Messrs. GIBBS, BRIGHT, & CO., 10, St. James' Street, Sydney.

STEAM DIRECT TO LONDON AND ANTWERP.

The Steamship CANTERBURY, 2170 tons, J. W. B. DARRIE, Commander, will be despatched from the COMPANY'S WHARF, SYDNEY, on THURSDAY, 24th NOVEMBER, at 3 p.m.

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NORDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL.

Passengers are carried according to the requirements of the English Passenger Act of 1855 and 1865.

MONTHLY LINE OF DIRECT STEAMERS.

SYDNEY, MELBOURNE, and ADELAIDE.

TO SOUTHAMPTON, ANTWERP, and BREMEN.

COLOMBO, Aden, and Suez.

Passengers for London, Bremen, and other ports, connect with the PORTLAND and PASSENGER LINE to BREMEN.

Will be despatched as follows (if practicable):

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THE following are the SAILINGS of steamers of which the undermentioned have the agency, AND FROM WHOM FULL PARTICULARS can be obtained.

BRITISH-INDIA CO.

INDIA AND JAVA.—By steamers of the "GIBBS" LINE.

ALL AUSTRALIAN PORTS.—By steamers of the AUSTRALIAN LINE.

NEW ZEALAND.—By steamers of the AUSTRALIAN LINE.

For full particulars apply to the Agents, Messrs. GIBBS, BRIGHT, & CO., 10, St. James' Street, Sydney.

AUSTRALIAN UNITED STEAM NAVIGATION COMPANY, Limited.

Swift mail and passenger steamers are intended to sail as under. For Melbourne and Port Phillip, see Circular Quay; for Queensland, from No. 3 Jetty, Drayton Wharf.

MELBOURNE—City of Melbourne, 10,000 tons, 10th Nov. 10 a.m.

BRISBANE—City of Melbourne, 10,000 tons, 10th Nov. 10 a.m.

PERTH—City of Melbourne, 10,000 tons, 10th Nov. 10 a.m.

ADAMANT—City of Melbourne, 10,000 tons, 10th Nov. 10 a.m.

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ILLAWARRA S. N. COMPANY.

WOLLONGONG—Monday, Tuesday, Thursday, Friday, 11 p.m.

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NEWCASTLE, MORPETH, and RAYMOND TERRACE.

Hunter River New S. N. Company's Steamers, from Wharf, foot of Market Street.

THIS NIGHT (Friday), at 11.30, the NAMI.

On SUNDAY NIGHT, at 11.30, the NAMI.

For full particulars apply to the Central Booking Office, 333, George Street, or at Office, 147, Sussex Street.

RICHMOND RIVER K.

REGULAR WEEKLY SERVICE.

S. S. TOMAL.

TO-MORROW EVENING, at 8.

Superior accommodation. Ladies' Cabin on deck. Goods not received for all parts of the River.

C. and R. S. N. Company, Agents.

MACLEAY RIVER K.

S. S. QUEEN OF THE SOUTH.

TO-MORROW NIGHT, at 9.

The fast new steamship.

THIS NIGHT (Friday), at 9.

White vessel is fitted with all modern improvements for the comfort of passengers.

Superior Ladies' Cabin on deck. Inspection invited.

Goods not received for all parts of the River.

For full particulars apply to the Central Booking Office, 333, George Street, or at Office, 147, Sussex Street.

TWEED RIVER and BYRON BAY.

Superior accommodation. Ladies' Cabin on deck. Goods not received for all parts of the River.

C. and R. S. N. Company, Agents.

WAGONGA, TILBA TILBA, and BODALLA.

S. S. UNION THIS DAY, at 3 p.m. All freights payable in Sydney.

GEO. APPEARS, Cooper Wharf.

GOSFORD and NEWCASTLE.

S. S. GOSFORD and NEWCASTLE.

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PARAMATTA RIVER and HUNTERS HILL.

Superior accommodation. Ladies' Cabin on deck. Goods not received for all parts of the River.

C. and R. S. N. Company, Agents.

ATRIUM HOUSE, THE HARBOUR and HEAD OF MIDDLE HARBOUR, DAILY.

S. S. THE GRAND LEVANT, 3,000 tons, 10th Nov. 10 a.m.

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CLONTARF DAILY.

S. S. THE GRAND LEVANT, 3,000 tons, 10th Nov. 10 a.m.

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FOR THE LONDON MARCH WOOL SALES.

The 100 ton Clipper Ship.

TO BE FOLLOWED BY THE FINE SHIP JUMNA.

For full particulars apply to the Agents, Messrs. GIBBS, BRIGHT, & CO., 10, St. James' Street, Sydney.

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S. S. ROEHAMPTON, from CALCUTTA.

CONSIGNEES are requested to PASS ENTRIES at once for Central Wharf. The ship will not be responsible for any loss of or damage to cargo after the same shall have been landed, and any cargo impeding discharge will be entered and stored at consignee's risk and expense.

Bill of Lading must be produced, freight paid, and delivery order obtained from the undersigned before any cargo can be delivered.

ALFRED LAMB and CO., Agents.

TO DISCHARGE AT DALTON'S WHARF.

CONSIGNEES are requested to PASS ENTRIES at once for Central Wharf. The ship will not be responsible for any loss of or damage to cargo after the same shall have been landed, and any cargo impeding discharge will be entered and stored at consignee's risk and expense.

Bill of Lading must be produced, freight paid, and delivery order obtained from the undersigned before any cargo can be delivered.

W. H. SMITH and SON, Limited, Agents.

BARQUE ARDRA, from LIVERPOOL, discharging at Dalton's Wharf.

CONSIGNEES are requested to PASS ENTRIES at once for Central Wharf. The ship will not be responsible for any loss of or damage to cargo after the same shall have been landed, and any cargo impeding discharge will be entered and stored at consignee's risk and expense.

Bill of Lading must be produced, freight paid, and delivery order obtained from the undersigned before any cargo can be delivered.

DALTON BROS., Agents.

SHIP COLDINGHAM, from LONDON.

CONSIGNEES are requested to PASS ENTRIES at once for Central Wharf. The ship will not be responsible for any loss of or damage to cargo after the same shall have been landed, and any cargo impeding discharge will be entered and stored at consignee's risk and expense.

Bill of Lading must be produced, freight paid, and delivery order obtained from the undersigned before any cargo can be delivered.

JOHN BRUCE, ROY and CO., Agents.

THAYLERS BY SEA AND LAND.

PORTMANHAUS, TRUNKS, and BAGS.

JOHN BRUCE, ROY and CO., Agents.

PERSONAL.

WILLIAM RICHARD C. HUNTER, formerly of Elizabeth Street, Sydney, and now of 10, St. James' Street, Sydney, is a solicitor at law, and is prepared to act for the public in all legal matters.

WILLIAM RICHARD C. HUNTER, 10, St. James' Street, Sydney.

LOST and Found.

LOST, in Woolloomooloo, black, white, and tan, small size, 10/6. Reward, 2/6. Brought to Sydney, Woolloomooloo.

LOST, a white COCKATOO, anyone returning it to 10, St. James' Street, Sydney, will be rewarded.

LOST, a small COCKATOO, anyone returning it to 10, St. James' Street, Sydney, will be rewarded.

Religious Announcements.

ON SUNDAY WEEK NEXT, the first SUNDAY IN ADVENT (27th instant), HERBOTH, BISHOP, and COLLECTIONS made in most of the Churches of the Diocese on BEHALF OF THE SOCIETY.

NOTE: Clergy will oblige by kindly informing the Secretaries of their arrangements as soon as possible.

D. LANGLY, Hon. Sec.

Municipal Elections.

W. F. MANNING is a CANDIDATE.

C. F. M. MICHOLSON, Hon. Sec.

W. F. MANNING is a CANDIDATE.

C. F. M. MICHOLSON, Hon. Sec.

W. F. MANNING is a CANDIDATE.

C. F. M. MICHOLSON, Hon. Sec.

W. F. MANNING is a CANDIDATE.

C. F. M. MICHOLSON, Hon. Sec.

FARMER AND COMPANY.

PITT STREET, 221, 223, 225, 227, 229, 231.

MARKET STREET, Nos. 70, 72, 74, 76, 78, 80.

GEORGE STREET, No. 430.

LONDON, England, 18, Aldermanbury, E.C.

FURNISH THROUGHOUT.

AN IMMENSE STOCK of well-made and all new patterns of HOUSEHOLD FURNITURE.

Now on show in our Furnishing Shop, Market Street, on the six large floors of the building. Furniture and Fittings of every pattern and design for the furnishing of Cottages (town or country), Houses, Villa Residences, &c., are tastefully arranged, and being marked in PLAIN FIGURES, and classed in their respective sections. The stock of DRAWING-ROOM SUITES is unusually large, and offers some rare opportunities to obtain a good suite very moderate prices.

Strong and useful suite of Solid American Black Walnut, nicely carved backs, consisting of couch, two easy chairs, and six arm chairs, covered in rich area tapestry, £14 14s. complete.

A similar suite, containing Couch, two Easies, Occasional, and small chairs, handsome plush back, velvet seat, and six arm chairs, covered in rich area tapestry, £14 14s. complete.

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REPAIRS TO ALL KINDS OF FURNITURE.

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Special Advertisements.

THE LARGEST DISTRIBUTORS
TRALASIA of Imported and other TOBACCO

HEYDE, TUDMAN, and CO., in York-street.
ILLUSTRATED PRICE LIST FREE on application.
 HEMMELWEY and CO., 416, George-street, Sydney.

C A U T I O N.

BROOK'S COTTONS.

We request the assistance of the public in bringing to justice any infringer upon our legal rights; and we shall be happy to pay handsomely for the conviction of any offender.

The public are cautioned against unscrupulous trades-people attempting to thrust on the consumer an inferior GLAZED COTTON, purporting to be of the same character as BROOK'S PATENT GLAZE COTTON. By adopting as near as they legally can, the same name, and the same color, patterns often are imitated the public. For the sake of the large profit obtainable by selling an inferior article, some tradesmen are interested in such practices.

NOTE.—We guarantee the length of our Cottons as printed on each label. We guarantee the label on each reel are stamped the words "BROOK and CO." This protects the public from fraud by the removal of the labels.

The Sydney Morning Herald

FRIDAY, NOVEMBER 18, 1887.

The main feature in yesterday's scene in the Assembly was the escape of the House from all discipline and control. There has been greater violence of language on previous occasions, but members have scarcely ever before shown such complete disregard for the authority of the Chair. The House at times resembled an unruly mob more than a deliberative body. The storm, after raging for a couple of hours, blew over, as similar storms have done before, but the legislative atmosphere is left in such an electrical condition that another tem-

best may spring up at any moment. Nothing was done to really clear the air, and the SPEAKER'S authority, which needs strengthening, came out of the ordeal in a weaker state than before. Although the disorderly members belonged chiefly to the Opposition, it is only just to say that the disturbance was excited by the ill-considered and unjustifiable conduct of one of the Ministerial supporters. Sir HENRY PARKES had moved a formal motion with regard to the proposed additional naval forces for the protection of Australian shipping, and a perfectly legitimate discussion had been

Mr. TAYLOR's action in this matter cannot be too strongly deprecated. It is impossible to find any excuse for it. The new Standing Order, to which the name of the closure had been given, was adopted by the House for the purpose of stopping interruptions and obtrusive debates, not for the purpose of stifling inquiry, and the House was at once plunged into disorder.

discussion. One of the objections raised to it when it was first proposed anticipated the action which Mr. TAYLOR took yesterday. It was urged against the Standing Order that it might be employed to close the mouths of members at the opening of a debate, but the objection was made light of by the majority of the House, for it was assumed that the new weapon would be judiciously and fairly used; it was never contemplated that it would be abused as the hon. member for Parramatta abused it yesterday. If Mr. TAYLOR had desired to bring about the abolition of the closure, he could not

have gone to work in a better way. The new Standing Order is based upon a sound principle, which has been recognised by almost every deliberative assembly in the world, but it must be used with discretion, or it will do more harm than good.

But Mr. TAYLOR's error, for which Ministers and their supporters become responsible, admitted no excuse for the conduct of Mr. MELVILLE, Mr. WALKER, and Mr. TOOTHY. The rules of the House, whether they are good or bad, fair or unfair, must be carried out; if they are wrong the proper steps must be taken for their amendment, but they are not to be set aside at the will of individuals.

rival members. As to the SPEAKER, it is his duty to see that the laws which regulate the proceedings of the House are observed, and his authority should be respected. The three members to whom we have referred showed a flagrant disregard of authority and of the rules of the House, and the measures which were taken to bring them under control were not only justifiable, they were absolutely necessary, if the Assembly is to maintain its existence as a deliberative body. If the validity of the Standing Order is disputed, let it be tested. That could be done without causing any

trouble or disorder, but one of the misfortunes of yesterday's proceedings is that, while they led to disorder of a gross kind, they did nothing towards settling the question as to whether the closure is or is not *ultra vires* of the Constitution.

The miserable scene would have been brought to a close much sooner if the SPEAKER had shown greater promptitude of decision. But he was placed in a very unusual and difficult position, and some allowance must be made for him. When Mr. WALKER resisted the authority of the chair, and was named by the SPEAKER, the House was in a division on the motion "That

the question be now put"; and when the PREMIER moved the committal of the hon. member for NORTHERNBERLAND, the point was raised that the motion could not be considered until the division had been completed. Mr. YOUNG decided in favour of this point of order; but the disorder continuing, he practically reversed his decision by directing the doors to be opened and receiving a further motion for the committal of Mr. TOOLEY. This ruling was objected to, and formal dissent was moved by Mr. DIBBS on the ground that one question must be decided before another was

put. The real question raised by this motion was whether a division could be interrupted for any purpose whatever. It was contended that by the majority of the Opposition that the division should have been completed first, and the conduct of the disorderly members considered afterwards, but Mr. ABBOTT took a different view, agreeing with Mr. RENN that the disorder must be dealt with whenever it occurred, whether the House was in division or not. Of the soundness of this contention there can be no doubt. As Mr. RENN pointed out, if no case could be taken to disorder members when the House was in division, disorder would never have to be dealt with.

their, immediately necessary power to prevent any division from taking place. In other words, the House would be reduced to a state of paralysis. It might just as well be argued, as Mr. Forster put it, that a point of order could not be considered until the question out of which it arose had been decided. The House by a

One of the points discussed was whether the Speaker should not have taken the matter into his own hands at the very first, and ordered the unruly members into the custody of the SERGANT-AT-ARMS, without waiting for a motion on the subject. If this had been done, it was argued, by the Opposition, strange to say, rather than by the ministerial side of the House, the disorderly conduct would have been nipped in the bud, and much time saved. But the right course, we fancy, was pursued. Perhaps, in an extreme case, as, for example, if two members were to engage in a personal combat on the floor of the House, it would be the Speaker's duty to order the removal of the offenders without waiting for any instructions, but the general rule seems to be that when a member is guilty of disorderly conduct he is "named" by the Speaker, whereupon a motion of commitment is submitted by the leader of the House. This is the course prescribed in the Standing Orders of the Assembly, and it is the course usually pursued in the House of Commons, as a reference to MAY will show. The standing orders of the House of Commons of the 29th of February, 1880, provides that when a member wilfully obstructs the business of the House he is to be named by the Speaker, and, on a motion being made, "the question that he be suspended from the service of the House is put from the chair. This was as a possible the course pursued in the Assembly last night.

But, as will be seen from our report, the whole thing came in the end to nothing, the disorderly members "withdrew" their disorder, the PREMIER withdrew his motion for the commitment of Mr. TOOMER, Mr. TAYLOR withdrew his motion for applying the closure, and everything was at an end. The country could afford to smile at the farce were it not for the demoralisation, the want of control, and the threatening temper which the proceedings revealed. The net result of the disturbance was the loss of three hours of valuable time; but if members give way to passion as they did yesterday, we shall soon be having collisions with consequences of a far more serious nature. The two objects to which the Assembly should chiefly devote itself are—the saving of time, and the maintenance of order.

The germ of the Public Works Bill now before Parliament is to be found in some resolutions moved in the Legislative Assembly last four years ago by Mr. POOLE, then member for South Sydney. The resolutions were to the effect that in future when copies of plans, sections, and books of reference of any proposed railway were laid upon the table of the House as required by law, they should be forthwith referred to a select committee of the House, which should inquire into the matter and report to the House upon it; that this committee should be a sessional committee, nominated at the opening of each session of Parliament, with power to sit during any adjournment of the House, and that it should be styled the Railway Routes Committee. Being convinced that these resolutions were sound in policy, we had much pleasure in giving them our support, and for the same reason we now welcome the reappearance of the proposal in a more comprehensive and more practical form. We also welcome the evidence that some of those gentlemen who opposed the resolutions in the following year, when they were again brought before the House, have so far profited by reflection and the teachings of experience that they are now willing as members of the Ministry to be responsible for a measure which proposes to give the principle of those resolutions legislative force.

Of the resolutions it need only be said now that they were withdrawn in November, 1884, because they proposed that the committee should consist of not less than ten or more than fifteen members, and were therefore held to be contrary to the Standing Order which limits the number of a select committee to ten members. They were introduced again in January, 1884, in a regular form, and, after a debate of 22 to 18, were carried by a majority of 22 to 18. But so strong was the feeling against them that about a month afterwards they were rescinded by a majority of 33 to 18. The principal changes now to be noticed are that it is proposed to set up the new system of investigation by express legislation, instead of by mere resolution of the Assembly; that it is proposed to comprehend within its operation not only railways, but other public works of an important character; and that the place of a sessional committee of the Legislative Assembly, it is proposed to have a joint standing committee of members of both Houses, appointed shortly after the commencement of the first session of every Parliament, and with power to sit during session and recess alike as long as the Parliament in which its members belong lasts. This provision is not made so clear as it should be, because under section 3 the members of the committee "hold office for the session in which they were appointed, and during the interval between the prorogation of Parliament and the next ensuing session thereof;" whilst section 7 provides that the committee "shall have power to sit and transact business during any Parliamentary recess as well as during any session of Parliament." There is a discrepancy here; but probably the intention is that the committee which is appointed at the opening of a new Parliament shall retain office until it expires or is dissolved.

There can be little doubt that if a change of system like this is to be made, it is better to make it by express legislation than by a resolution which would not have the force of law. A joint committee of both Houses would have greater weight than a committee belonging to one only; and the extension of the system to other works than railways seems to be dictated by a regard to consistency, to say nothing of other considerations. When Mr. POOLE's resolutions were before Parliament, one of their opponents said by way of argument against them that if they were carried the principle at their foundation might be applied to other public works. Precisely so; its at its general applicability tells in its favour. We do not know how this bill will be received when its principles are put to the test at upon the motion for the second reading, the strenuous opposition encountered by Mr. POOLE's resolutions proceeded chiefly on the ground that the action of the committee would relieve Ministers of the responsibility which they ought

to be made to bear. According to some of the speakers, the resolutions struck at the foundation of constitutional government. Everyone who has watched the course of Parliamentary controversy knows how easy it is to conjure up familiar phantoms of that sort. There is not the shadow of a danger to constitutional principle in the appointment of the proposed committee of inquiry. The action of the committee would not relieve Ministers of their responsibility, but would tend to make them more sensible of it. At the same time, it would help to render members of Parliament mindful of the fact that they have their responsibilities as well as Ministers.

It should never be forgotten that if Ministers are responsible to Parliament for the proposals they submit, members of Parliament are responsible to their constituents for their action in approving or rejecting them. It is a false notion of duty on the member's part if he holds that he is free to accept in unquestioning faith whatever a Government submits, and that, if wrong be done, Ministers only are responsible. Members are elected that they may exercise their own judgment upon the matters brought before them. The object of this Bill is that they may be enabled to exercise their judgment intelligently upon public works projects which Ministers may submit. It would be absurd to argue that Ministers must be relieved of responsibility if members are provided with means of judging whether their projects are good or bad. But that is the meaning of the arguments which have actually been used. Hitherto the House has voted upon railway schemes either in the dark or in the twilight. Ministers would have been more keenly alive to their responsibility for the character of those schemes if they had known that the full light of day would be thrown on them.

By way of illustrating the manner in which things have been done in the past, we may refer to the case of the railway from Wallerawang to Mudgee as discussed in the debates on Mr. POOLE'S resolutions. According to the statements then made, it appears that the sum submitted by the Minister on the estimate was £736,000. But the estimate previously furnished to the Minister by his professional adviser, the ENGINEER-IN-CHIEF, was £292,000, and in supplying that estimate the ENGINEER-IN-CHIEF had been misled by a mistaken under-calculation on the part of one of his subordinate officers to the extent of £190,000. In an official memorandum, submitted after the matter had been inquired into, the following explanatory remark appeared:—"These estimates are always made in a most hurried manner, when the information is required for the preparation of loan estimates, and generally there is no time for properly checking them." If this project had been thoroughly investigated by a committee of capable men, there would have been at least a chance that the facts of the case would be elicited. But was it Ministerial responsibility or Ministerial irresponsibility which led to this random vote being carried, and to the country being loaded with a line that does not pay its working expenses, let alone the interest upon the money expended in its construction, which amounted to nearly a million sterling?

There are two points in the Bill to which we would draw attention. In section 12 the functions of the committee are specifically mentioned. Thus, it is provided that in considering and reporting upon any work the committee shall have regard to its stated purpose, to the necessity or advisability of carrying it out, to the revenue that may be expected from it, and to its public value. It is possible that the committee would have authority to inquire also into the question of cost; but would it not be well, in the light of experience, to remove all doubt by expressly directing the committee to consider that question? The Minister is required, when submitting a proposal in the Assembly, to give an estimate of its cost; and, when the matter is referred to the committee, it should be one of the special duties of that body to check the accuracy of that estimate, by inquiring into the circumstances under which, and the grounds upon which, it had been made. The other point is, that in fixing £20,000 of estimated cost as the minimum for works which must by rule come under the examination of the committee, the level has been struck too high. Some of the expensive court-houses upon which in the aggregate very heavy sums of public money have been wasted, though separately they may have cost less than £20,000, would either not have been erected at all, or would have been built on a more moderate and appropriate scale, if all the facts had been investigated and exposed by a Public Works Committee.

The Orient Company's steamship Ormuz arrived yesterday afternoon of Adelaide with English mails to the 21st October. Allowing for the difference in time between London and Adelaide, the course of transit has been about 26 days 10 hours. On her last trip the Ormuz made the quickest trip to that point about ten days of the present voyage. Since the days when the pioneer steamship Lusitania "beat the record," the company has played an important part in shortening the steam service between England and Australia. From the first it became evident that it was only a question of time for the performance of the trip within a month, and that ultimately the importance of the trade would justify the extra speed. The Ormuz has clearly demonstrated the possibility of a monthly service with suitable boats. Under the new service the voyage is to be accomplished in 32 days; but doubtless the increase of population and growth of commercial relations will yet warrant a time-table not exceeding a month. The voyage of the Ormuz is almost as short as can be looked for. The agents of the company estimate the running between Suez and Adelaide to have been at the rate of about 164 knots per hour, or 390 knots per day. Some of the Atlantic liners steam 18 knots per hour; but to do this they have to consume an immense quantity of coal, and, as they are, it may be doubted whether their capacity would be sufficient to carry fuel to maintain the speed for a fortnight or fifteen days' trip between London and Adelaide. The Ormuz and some of the other new steamships have shown on their trial trips a speed of 17 knots and upwards; but what can be done for a few hours it is difficult to do for as many days. Room must be reserved for the accommodation of passengers and cargo. Until engineers have further improved steamship machinery, or until oil or other concentrated fuel can be successfully utilised in the place of coal, and thus leave a larger proportion of storage room for passengers and cargo, we can hardly look for a much quicker voyage than that of the Ormuz. Anything shorter will be by hours, and not days. To those who have had to depend on a sixty days service, and there are many who remember that as something of a wonder, the trip

of the Ormuz must be regarded as a surprise. It is a tribute to the growing importance of the colonies, and an evidence of the spirit of enterprise in the Orient Company, which has done so much to facilitate the means of communication between England and these colonies. And there can be but one wish, that the company may be fairly remunerated in the trade which they have done so much to stimulate and promote. There is one inconvenient feature of the quick trip, and that is that it will give the mails of the 21st October before those of the P. and O. Company's steamship Carthage, which left a week earlier. The latter vessel did not arrive in Adelaide until after the departure of the special train which will bring on the mails delivered by the Ormuz.

NEWS OF THE DAY.

The Legislative Assembly was the scene of extraordinary disorder yesterday afternoon. For some time confusion reigned supreme. Two members were named by the Speaker, and a third was actually ordered into the custody of the Sergeant-at-Arms, though in consequence of fresh disorder arising the order was not carried into effect; and the Speaker appeared to be powerless to quell the disturbance. Old members of the House regard the scene as unparalleled in the history of the New South Wales Parliament, great as disorder has been at times been especially within the last few years; and when the excitement of the occasion had somewhat passed off, even those who had been most prominent among the members taking part in the disorder seemed to be very much ashamed of what had taken place. The scene arose in consequence of Mr. HUGH TAYLOR, member for Parramatta, who was sitting behind the Minister for Mines, and who was acting on his own motion, attempting to stop discussion upon the resolution moved by Sir Henry PARKES, to go into Committee to consider the expediency of bringing in a bill to make the necessary provision for the establishment and maintenance of an additional naval base in Australian waters. The Premier, in moving the motion, made no speech, but Mr. Taylor, who followed him, argued at some length that such a bill as the motion proposed should not be brought in until the House was informed by the Colonial Treasurer in his financial statement whether the country could afford the money it would be necessary to appropriate for the purpose in view. On Mr. Taylor's resuming his seat, Mr. Walker rose from the opposite side of the House. Mr. Taylor, noticing that the hon. member for Parramatta intended to speak upon the motion. Instead, however, of doing this, Mr. Taylor moved, "That the question be now put," a motion which at once stopped debate. The hon. member for Parramatta then rose, and in a manner in which Mr. Walker had been caught, but he indignantly what Mr. Taylor had done, claimed a right to speak, and thereupon commenced the disorder. At one stage of the scene there was a very near approach to what Mr. Reid, in the discussion which followed the scene, referred to as a free fight.

The Legislative Council at last evening until 22 minutes past 8 o'clock. The Bankruptcy Bill and the Extension of Court Appeals Act Amendment Bill were read the third time and returned to the Legislative Assembly. The Country Towns Water and Sewerage Act Extension Bill, and the Westwotwot Electorate Subdivision Bill, were read the second time. The House went into committee on the Sydney Corporation Act Amendment Bill, after some discussion. Mr. Thornton moved to have the bill re-cast, and to afford an opportunity for it to be done progress was reported.

SEVERAL matters relating to the management of the tram, were on a motion for adjournment brought before the Legislative Council last evening. Complaints were made that the lives of pedestrians and others were endangered by trams running across King and other streets without having previously made a stoppage. It was also pointed out that inattention on the part of some of the flagmen sometimes occurred, and it was of such a nature as to lead to accidents. One complaint was that before horses attached to vehicles had crossed the tramlines in King-street flagmen signalled to the drivers of trams to proceed, and that was done regardless of the fact that if the horses slipped an accident of a most serious kind would almost inevitably occur. Another complaint was to the effect that flagmen, instead of being always on the alert to prevent accidents, were so thoughtless as to have fun with the drivers of motors, the fun consisting of trying to strike with the flag the driver of a motor as he passed. Reference was also made to the dirty state in which the tram cars were occasionally found, and it was pointed out that neglect of the cars led to many people patronising omnibuses instead of trams. The "playful habit" which some motor drivers practise of suddenly sounding a shrill whistle to startle the driver of a motor, was also referred to, and attention was directed to the advisableness of attaching a first-class car to Redfern trams, and of charging persons who travelled in the car 5d. each journey. Mr. SALOMONS said he would bring under the notice of the Minister for Works the representations made by various members with regard to the tram.

Mr. GARRETT introduced the new Land Bill into the Legislative Assembly last evening, and the bill was read the first time. Some important alterations—indicated in another column—have been made in the measure since it was before the House a few days ago. The second reading has been fixed for Wednesday next.

The proposed Payment of Members Bill was referred to yesterday evening in the Legislative Assembly. Mr. FLETCHER asked the Minister for Lands when he intended to introduce this bill, and Mr. GARRETT replied that he would, if possible, take the first step towards its introduction on Tuesday next by bringing down the necessary explanatory statement for the expenses in connection with the bill.

A QUESTION was asked in the Legislative Assembly last evening respecting the alienation of the forebushes of Cremorne Point, North Shore. Mr. GARRETT, in reply, said that in consequence of reports from the Engineer-in-Chief for Railways and the Engineer-in-Chief for Harbours and Rivers, to the effect that in their opinion the 100ft. reservation at Cremorne Point should be retained by the Government, he caused the applicants to be informed that no further steps would be taken towards surrendering the reservation applied for.

A DEPUTATION representing the Steamship Owners' Association of Australasia, consisting of Messrs. James Burns (chairman), W. C. Willis, A. G. Kendall, and J. W. Ferguson (secretary), waited yesterday morning on the Colonial Secretary in reference to certain new regulations issued by the Department of Customs affecting the shipping of the port. The interview was of a most satisfactory nature. Mr. Powell explaining at considerable length the nature of the proposed changes. The deputation expressed the thanks of the association to the Collector for the facilities at all times granted to shipping trade at the port of Sydney, and which are generally acknowledged to be much in advance of other Australasian ports.

THE PREMIER will receive two deputations to-day. The first deputation will wait upon him at half-past 10 o'clock, and will consist of members of the Centennial Regatta Committee, who will bring some matters concerning the regatta under the notice of the Premier. The other deputation, representing the councils of West Botany, Kogarah, and Hurstville, respectively, will wait upon the Premier at 11 o'clock, for the purpose of asking the Government for a grant of a concession with these boroughs on the Heli-Subsidiary Estate. The Minister for Works will receive the following deputations:—From the freemasons at Lithgow, regarding labour questions; from the Municipal Council of Waterloo, in connection with the tramway; from the Municipal Council of Newtown, respecting railway matters; and from the Council of Granville, regarding railway communication between Sydney and Granville.

A MEETING of the select committee appointed by the Legislative Assembly to inquire into the circumstances connected with the purchase of certain land adjoining the A. S. N. Company's Wharf, at Circular Quay, was held yesterday morning. The evidence of Mr. GORMAN was concluded, and the meeting subsequently adjourned until Wednesday next.

THE SUM of £1,922,378 10s. 5d. was expended by the Government on the Nepean waterworks up to the 30th June. The amount paid to Hudson Bay for temporary supply to Sydney, was £67,084 5s. 7d. The

Nepean water conveyed through Hudson's pipes was first delivered at Botany on the 30th January, 1886. Mr. Burns gave this information to the House in answer to a question from Mr. GARRETT in the Legislative Assembly last evening.

THE TOTAL sum paid by the Government for sewerage works in common with the Bondi scheme to the 30th June last was £236,841 10s. 3d. Arrangements are now being made to fill the sewer with dead water from Busby's Bore, and these, it is expected, will be completed in a few days. After this test the sewer can be opened from Riley-street to Bondi to receive sewage, and from the Prince Alfred Hospital to Bondi in about three months' time. This information was elicited from the Colonial Treasurer (Mr. Burns) by Mr. TOOLEY in the Legislative Assembly last evening.

THE GOVERNMENT have invited fresh tenders for the manufacture of 50 locomotives from colonial firms. The plans, specifications, and conditions are the same as when tenders last were called for. The tenders will be opened on the 12th December.

THE REPORT of Mr. H. C. TAYLOR, officer in charge of the Rabbit Branch of the Mines Department for the period embraced by the reports of the Rabbit Inspectors from the 1st to the 30th December, has been received by the Minister for Mines, and shows that 947 inspections were made, which involved travelling to the extent of 20,832 miles, with the result that notwithstanding the immense number of rabbits destroyed, the pest was found to be increasing on upwards of 600 of the different blocks visited. On the holdings inspected about 3500 men were engaged in the work of rabbit destruction, but the number was not nearly sufficient, and this continues to be the case still. Communications are being received daily from owners who complain that they cannot obtain sufficient labour, and that men engaged in the work are making excessively high wages. One case had recently come under his notice of a station upon which 100 men were employed rabbiting, and during the quarter ending 30th September the average per acre was 11s. 7d. During September the inspectors destroyed 2,607,733 rabbits, the highest record yet obtained in one month. There are, it may be noted, 38 inspectors who have travelled during the month 20,832 miles. Trapping, hunting, and dogs appear to be the favourite methods of destruction.

UP to the present date over 800 persons have applied to the New South Wales Commissioners for space in the Centennial International Exhibition Buildings at Melbourne. The amount of floor space applied for exceeds 85,000 square feet, exclusive of 4865 feet of wall space. It is considered that the great bulk of the applications promised and expected have yet to come in.

WE learned on inquiry yesterday morning that Mr. DALLEY had passed a restless night, and was in a rather low state. During the day, however, the right hon. gentleman laboured considerably.

IN our obituary from London this morning the death is announced of Sir WILLIAM M'ARTHUR, K.C.M.G., F.R.S.E., an ex-Lord Mayor of London, and for many years a representative of Lambeth in the House of Commons. Telegraphic information has been received by Messrs. A. M'ARTHUR and Co., of York-street, Sydney, to the effect that Sir William M'ARTHUR had died after a long illness, at his residence, 10, Grosvenor-place, London, on the 17th inst. Sir William M'ARTHUR was born at Londonderry, in Ireland, in the year 1807, and was consequently in his 80th year. He was for many years engaged in commerce at Londonderry, and while there he took a prominent part in local affairs, and became an alderman of the town. In 1847 he emigrated to London, where he remained until 1857, when he was elected to the office of Lord Mayor of London, and was subsequently in his 80th year. 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METEOROLOGICAL REPORTS AND MAP FOR NOVEMBER 17, 1887

Business Cards.

A. A.A. ARTIFICIAL TEETH.—V. Stee, 85; Gold
sets, £15. Marshall Brothers, dentists, 183, Elizabeth-st.
AMERICAN RUBBER STAMP COMPANY.—
John H. Smith, Rubber Stamp Maker, 79, Market-st.

AUBREY DAVIS, Dentist, Royal Arcade, Vulcanite
sets &c., Gold £15, guaranteed.

CARD.—The First Prize and Highest Award for
the most complete and best International Exhibition,
EXHIBITION, the N.W. Agricultural Exhibition Medal, for
three consecutive years, the London International Medal, and the
Philadelphia Centennial Medal, have been won by Messrs. J. &
J. gained by Mr. John Spencer against all competitors.

PAINLESS EXTRACTOR by the aid of Nitrous Oxide Gas.
41, Wrayward-square North.

BARYLINEN, Dressmaking, Millinery, Underclothing,
Linen, &c., Mrs. T. C. B. 60, Newmarket-st.

BUTCHERS' Salting Pumps made and repaired. J. F.
Miller, 101, Liverpool-street, 1 door from George-street.

BELL Accountant and Taxidermist.

BEAUMONT CHAMBERS, 60, KING-STREET.
Rooms for meetings of directors, companies, &c.

CARPETS Taken up, Beaten, and Relaid. City Carpet-
Grounds, Rushmore Park. Williams and Arnold, proprietors.

CASH at once (no cheque) for things you want to sell.
Apply Office.

CASH at once for Drapery, Fancy Goods, Jewellery,
Instruments, Books, China Crockery, &c. Newtown Markets.

CASH at once for Houses of Furniture, or anything you
want to sell. Apply Office.

WH Y submit to dilatory rendering of account sales,
when you can avoid all inconvenience by accepting
PROMPT CASH OFFER FOR HOUSES OF FURNITURE, without
disturbance of another sale? Think of it. Apply Office, New-
town Markets.

DR. ALFRED AGASSIS, M.D., F.R.S., F.R.C.S., Regis.
by the Med. Board of N.W. Specialises in DISEASES OF THE GENITO-URINARY ORGANS
AND NEURALGIA. Rooms, 15, Weyland-square, 7 o'clock
evening, 10 o'clock day. Eldon House, Phillips-street, near King-street.

LOUGHTON AND ISHERWOOD, Accountants, 29,
St. Martin's-lane, make and receive all bills to lid to the
Ed.

LORD HOWE LINDEN BLUEFISH at Café Franca to day.

MONUMENTS, HEADSTONES, RAILINGS, &c.,
J. CUNNINGHAM, Monumental Mason, Weyland-square.

MOURNING WAREHOUSE.—Just opened, Ladies'
Black Clothings, trimmed full, 2s. 6d. to 5s. cloths, Trimmed
full, 5s. 6d. to 10s. 6d. Black Ribbons, 1s. 6d. to 1s. lid to the
ed. at E. WAY'S Mourning Warehouse, 213, Pitt-st.

PAINLESS DENTISTRY.—MR. RODGSON, 69,
Newmarket-st.

TRETH.—CONSUL HOLWAY and CARTER, 223,
Elizabeth-street, near Rathkellar-street. Hyde Park, Sydney.

THE CITY COFFEE PALACE gives the best Tea
and Coffee in the Colony. Open daily from 12 till 5.
The well-known Dentist, MR. GEO. E. CARTER, only
address, 247, Elizabeth-street, Hyde Park. Note number.

The Ladies' Dining-room, with separate entrance and
exit from the Theatre, is open daily from 12 till 5.

WILLIAM J. DIXON, Undertaker, 40 and 169,
Hyde-st., and Forest Lodge tram ter. Telephone 554.

Furniture.

FURNITURE, CARPETS, LINOLEUMS, &c.,

GREAT CASH SALE
FASHIONABLE AND WELL MADE
FURNITURE, CARPETS, LINOLEUMS,
at 15 RUPEE. REDUCTION,
prior to REMOVING.
SALE NOW ON.
REAL TURKEY AND INDIAN CARPETS
in great variety.
BEST 5-FRAME BRUSSELS CARPET at 5a 10 per yard
BEST TAFFETAY CARPETS at 3a 6d per yard
BEST A QUALITY LINOLEUM at 3a 3d per square yard.
AN IMMENSE STOCK
OF
ENGLISH, CONTINENTAL, AND COLONIAL
FURNITURE
for the
DINING-ROOM, DRAWING-ROOM, BEDROOM, &c.
LAWSON BROTHERS,
36, Castlestreet—street, near Hunter—street.
SALE NOW ON. SALE NOW ON.
W. C. A. M. Y. B. E. L. L.
Wholesale CARPETS, LINOLEUMS, and General Importers,
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COFFEE ROASTER. large size, wanted, secondhand, also smaller sizes and new.
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FOR SALE, Min.-BICYCLE, nearly new, ball bearings, price \$25. J. Clarke, 443, George-street.

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JOHNN BRUSH, SON, AND CO.,
MANUFACTURERS AND IMPORTERS OF
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direct attention to their
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Quotations sent on application.

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Patentees of the Improved
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GREAT TROTTLING PONY.—T. S. CLIBBORN
has a beautiful pair of trotting ponies for sale, very
quiet, perfect paces and kind and harness, and a great groom. To be
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and Sons, 99, Castlereagh-street.

A GENTLEMAN, leaving the country, has for Private
SALE, stylish Village CART, with set of Harness, both
in good order; a handsome SADDLE, and a quiet in saddle for
trotter, can be driven with or without blinkers. The turnout
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CARRIAGE.—A very good and light four
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STANHOPE PHAETON for SALE, built by Alcock and
Co., and London. Apply to Mr. J. GEORGE, Herald Office
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HORSE Dealer's Van and Harness, £18; Horse, Spring
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buggy, bridle, lamp, &c., £15. Knight, 173, Castlereagh-street.

HAWKER'S hooded Waggon, fittings and harness,

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HOTELS, £200 to £14.00
Send for PRINTED REGISTERS

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THE ASSOCIATION CRICKET GROUND FOR THE CRICKET
 MATCH, MELBOURNE CLUB'S ENGLISH ELEVEN v. NEW SOUTH
 WALES, COMMENCING FRIDAY, NOVEMBER 25.
TIGROGROVE will sell, at the Bazaar, THIS DAY,
 on account of various owners,
 20 head of horses (draught, van, and buggy horses).
 On account of Mr. Harris.
 A black mare (without reserve).
 Suggies, spring-carts, vans, waggons, &c., &c.

2500 lbs., at their respective owners, Cheever, Quay,
 & Co., at 2.50,
 Hides, yearlings, &c.
 Bags back
 GLUE PIECES; at 1.50,
 Tallow. at 1.50,

 ON SATURDAY, at 9.30 a.m.,
 Horns, bones, hair, and beswax.
METROPOLITAN MARK Market. Hay-street.—Auction
 Sale. This Day, at 10 o'clock, and auction, &c. Mr. Mearns.
 WOOL
 SHEEPskins and
 SHEEPSKIN SALE.

R GOLDSBROUGH & Co., Limited, will offer for
 sale by public auction (through their Auctioneer, Mr.
 George Naudin), at the Sydney Exchange, Bridge and Greenhill
 streets, on SATURDAY, 17th November 1910, at 2 o'clock sharp,
 SALES WOOL.
 And at their Warehouse, Darling Harbour.

WOODIN and ROBERTS are instructed by the owner to sell by auction on **MONDAY, NOVEMBER 31**. The whole of the furniture and effects as above, on the premises, No. 10, St. James's Terrace, Darling-street.

NO RESERVE.

TERMS, CASH.

To Shoemakers, Factors, Proprietors, Dealers, and Others.

MESSRS. SAUNDERS and CO. have been favoured with instructions from William Macon, Esq., to sell by public auction, on **THURSDAY, NOVEMBER 24**, at 11 o'clock, on his premises, 252, Crown-street, Barry Hill, the contents of a large and valuable stock of goods, comprising 4 sewing machines, 100 pairs woollen hats, 4 sets of iron stoves, wellington boots, 4 kins of shoemakers' tools, 1 pair of hand-made boots, 100 assorted sizes, counters, tables, benches, desks, and useful sundries.

NO RESERVE. Terms, cash.

THURSDAY, NOVEMBER 24th.

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Lithographic Plans now ready,
IMPORTANT.
 Neighbourhood of the new erected some first-class
 among others that of D. Fisher, Esq., Alderman J.
 Esq., J. Massey, Esq., J. Davies, Esq., and H. H.
 MAKE and CO., Auctioneers, St. Leonards; and 11,
 CITY.

**THURSDAY, DECEMBER 1,
 at Rooms, at twelve o'clock.**
INTERNAL AND EXTERNAL PROPERTY,
 occupying a grand position, in
 ELIZABETH-STREET.
 Magnificent Corner.
**VICTORIA AND DRUMMOND STREETS,
 CAUTION.**
 261 Acres 3 Boods 13 Perches,
KELLO.
 of the Trustee, Executors, and Agency Company, as
 store of the Will of the late Patrick O'Riordan, Esq.,

SATURDAY, the 19th NOVEMBER, 1887,
 at 2.30 p.m.
 Under the Deferred Payment System,
 extending over 3 years.
 107 SUBURBAN PORTIONS,
 of Cook, Parish of Blackheath,
 varying from
 ½ to 20 ACRES EACH,
 at
 UPSHET PRICES,
 ranging from
 £2 10s to £15 10s PER ACRE.
 On the
 GREAT WESTERN RAILWAY LINE.
 NOS 21, 22 to 27, 31, 45 to 50, 504, 206, and 207,
 are on the road from
 BLACKHEATH STATION to HAT HILL.

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COOKS, Landresson, G. Servants useful.

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WANTED, a respectable LAIDY, 44 (Mauzy), person-
ual, Warburton, Victoria, Australia.
WANTED, a steady single MAN, mild and de-
pendable, 40, Young-street, Redfern.
WANTED, a good General Servant, good at
cooking, to-morrow morning. Glenkirk, Victoria.
WANTED, a thorough General SERVANT, 40,
single, a good cook, railway station, Ram-
sey, Victoria, then.

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WANTED, a General SERVANT. Apply early Dining Room, 260, George-street East.	WANTED, a Dish Cooker
WANTED immediately, good House and Farm Maids, 11 Oldfield-street, West.	WANTED, a Dish Cooker
WANTED, a respectable Woman for sewing work. Apply, before 4, Commercial-street, Oxford-street.	WANTED, a Dish Cooker
WANTED, a smart General SERVANT; one who can do any kind of house and garden work. Apply, 10, Oldfield-street, West.	WANTED, a Dish Cooker
WANTED, Housemaids for private families, in and Cook and Landresses. Girls, 4, Ramen- dine-street, West.	WANTED, a Dish Cooker
WANTED, Youth, for country hotel; Family Gardener, Gardeners, and Landresses.	WANTED, a Dish Cooker
WANTED, Married Couple, for station, in and wife Landresses and Housemaid. 44, Run- dine-street, West.	WANTED, a Dish Cooker
WANTED, a respectable young Girl, for an Apprentice. Apply, 10, Oldfield-street, West.	WANTED, a Dish Cooker
WANTED, at once, a General SERVANT. Apply Mrs. Thompson, De Drop-in, Gough-street and Home-street.	WANTED, a Dish Cooker
WANTED, a respectable GIRL, as General Apprentice. Apply, 10, Oldfield-street, West.	WANTED, a Dish Cooker
WANTED, a young Girl, as General SERVANT, first-class wages. Murphy, cor. Kent and Lynch-street.	WANTED, a Dish Cooker
WANTED, respectable Girl, as General Apprentice, 11, Oldfield-street, West.	WANTED, a Dish Cooker

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 accepted.
 While every case is exercised in connection with the first insertion of
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 reserve to themselves the right of using advertisements that they may come
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 usual course of business.
 For the convenience of advertisers, replies to advertisements
 may be sent to the Herald Office, but the proprietors do not
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 Retrospect of BIRTHS and DEATHS, inserted in this
 Journal, and the names and addresses of persons by
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 "The above rule is rendered necessary for the purpose of
 the public and confidential nature of the law, and for the
 purpose of ensuring respectable persons.

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